

MAY 1953

FLYING SAUCERS

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Saucer

Investigation

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(New Zealand)

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AUCKLAND, NZ:

AN INTRODUCTION

It is with pleasure that at last circumstances permit the production of the first issue of our Quarterly Review---making known to you the activities, progress, and intentions of the Civilian Saucer Investigation (New Zealand), together with a precis and summary of all the latest happenings, reports, and findings, regarding the fascinating mystery of the, as yet, unidentified objects known and grouped under the common designation---Flying Saucers.

Most members of the C.S.I. are married men, actively engaged in normal, widely varied occupations. It is only in the evenings and week-ends, boosted by keen interest and enthusiasm, and a thirst for knowledge, that time can be found for close study of a subject now of world prominence. We live in a world where tremendous strides are being made in progress---that classified as impossible yesterday, is simple function to-day. All branches of science, given every encouragement, and supported by the world's leading powers, because of the constant threat of war, are excelling themselves in revolutionary discoveries. Necessity being the mother of invention, has she ever before received such expression, and vitality of meaning?

With almost every newspaper, magazine and periodical of large and reasonable circulation---all nations included---featuring plans for inter-planetary and space travel, the intention of constructing our first space station orbiting the earth; telling of latest achievements of unmanned guided missiles (rocket propelled), and the tremendous possibilities of harnessed nuclear fission, must give many cause to pause and wonder.

Saucer investigators, aware of this progress on our earth, and having an open mind, do not find it at all difficult to perceive the possibility what we to-day visualize for the near future. Another 50 years of thinking power and development, may well see us treating space travel as ordinary and commonplace.

These strange craft and the intelligence behind their weirdly lit portholes, are subjecting us to an ever increasing number of observations, and still closer study, as it must be evident to them that shortly there will be another competitor in space.

This fact is borne out by their keen interest in anything we have that flies. There are numerous reported sightings of the disc and cigar shaped objects hovering or passing over the major air bases in America and the Continent, and also the many incidents where pilots of military and civilian aircraft have discovered that they have company--- at a respectful distance.

Any effort to close that distance has resulted in the visitor disappearing with a tremendous burst of speed, up and away.

These same craft have been seen to circle our planes both horizontally and vertically with ease as our planes sped along at 300 mph. One of the jets could do likewise with our well known small biplane the Tiger Moth.

IF YOU SHOULD SIGHT A FLYING SAUCER...

... or other unfamiliar aerial object, be sure to note carefully the spot where it entered your vision, the exact sweep of it's flight and count off the seconds or minutes that it remains in view.

THE FIRST FLURRY —

The first real flurry of airborne objects over New Zealand happened in 1908. Almost all districts of the North and South Islands received attention. The object was dirigible or cigar shaped, and was seen by day and by night, moving or hovering with an extra-ordinarily bright light suspended, or in some way attached to the underside.

For fully a month the numerous reports poured in. The unfortunate individuals reporting the objects were readily ridiculed by all and sundry.

Around 1908 our first efforts to fly were being attended by a few brave souls. To be airborne for 100 yards was a real achievement.

Isolated reports of saucer sightings came in during years until, showing a gradual increase up till July, 1952, they reached real prominence in the last three months of that year.

Civilian Saucer Investigation (New Zealand) was formed on October 13, 1952---to study this riddle of the skies and help find the answer. We have since been supplied with plenty of material now having on our files reports of over 100 sightings since early 1952.

Some of these reports have been made to us privately. The greater percentage are trimmed from newspapers throughout New Zealand.

All Dominion dailies and weeklies are scanned for reports by an Auckland enterprise, Press Cutting Services, and all relevant data is forwarded to us at a nominal fee.

Trimings from local newspapers have been sent to us by honorary observers and correspondents, and we sincerely thank them. These extra copies allow us to forward material to overseas organisations, who reciprocate in a like manner.

One really outstanding event in the Saucer Drama in New Zealand was the series of correlating reports concerning a singular blue disc and a pair of discs, a blue above a green, that headed south on separate paths on the Saturday night, December 6, 1952.

Heading south, the blue disc was first reported at Gisborne at 9.15pm. It was sighted for a farther seven ~~minutes~~ ^{times} before disappearing south of Invercargill at 11.20pm. It's speed was later calculated at about 600mph. All but one check point reported the hissing noise.

At 8.40 the same evening a pair of discs, a blue above a green, were seen by two Auckland observers. They were heading south, and a faint hissing sound was noted. At 9.45pm the formation was seen at Palmerston North, and ten minutes later at Masterton.

All three localities reported identical happenings. There were six other reports from other districts that Saturday night. All are on our files.

The hissing noise had been previously noted in three overseas reports---two in America and one in France, last year.

An Air France customs officer actually witnessed a cigar-shaped object land and take off. The full account of this appeared in the French Press, and was forwarded to Civilian Saucer Investigation (New Zealand), along with other reports.

Two Dunedin people, Mr and Mrs J.P. Burke, witnessed an incident in the early hours of October 28, 1952, that was outstanding. Mr Burke, a pilot of eight years experience, watched a comparatively slow-moving disc for 20 minutes. It was described as cymbal-shaped.

A soft metallic ring was heard while the craft was overhead. This craft may have been in trouble. And an emergency means of power may have been in use. It's actions---the slow speed, the metallic noise, and it's unusually long exposure and retreat---suggests something was at fault.

Of course, there have been other reports of sightings. All are worthy of mention, but space is short. And Civilian Saucer Investigation (New Zealand) is still receiving fresh reports. We hope to receive more.

It is interesting to recall that the "flying clusters" seen and chased by American Air Force pilots over Japan, have also been reported in New Zealand as "revolving lights." They were a series of red lights, varying in density and hue, revolving around a central disc.

In our next Quarterly Review we will publish a full evaluation of all reported New Zealand sightings---their types and shapes, their characteristics of flight, and their colour range. It is an analysis you will want.

OUR AIMS

To endeavour to find the ultimate solution and proper recognition of flying saucers, through honest and serious research; to make contact with the controlling forces or intelligence behind the flying saucers; to publish no falsehoods and make no statements not supported by fact; not to perpetrate alarm, but to pass on to all interested parties our findings.

FROM OTHER SKIES

---OVERSEAS REPORTS

Some remarkable and well authenticated reports are being received from overseas, mainly from America, Canada, Great Britain, South Africa, Australia, Japan, Korea, France and Brazil. Flying saucers have been sighted in practically the four corners of the earth.

Lately, articles written by ardent sceptics, claimed that these objects were never reported by seamen, weathermen, or astronomers. No statement could be further from the truth.

One example of this, reported in LIFE magazine, April 7, 1952, (Home Edition) said:

"One night in the summer of 1948, Clyde W. Tombaugh, the discoverer of the planet Pluto, was sitting in the back-yard of his home at Las Cruces, New Mexico. With him were his wife and his mother-in-law. It was about 11pm and they were all sitting quietly, admiring the clarity of the south-western sky, like any proper astronomical family.

"All at once they saw something rush silently overhead, south to north, too fast for a plane; too slow for a meteor. It seemed to be quite low. All three agreed that the object was definitely a solid 'ship' of a kind they had never seen before. It was of an oval shape, and 'seemed to trail off at the rear into a shapeless luminescence.' There was a blue-green glow about the whole thing. About half a dozen 'windows' were clearly visible at the front of the ship and along the side. They glowed with the same blue-green colour as the rest of the ship, only the glare was brighter, and had a touch of yellow in it."

Another interesting sighting was reported in full in the October, 1952, issue of the American TRUE magazine, and in the English Sunday Graphic of October 5, 1952.

These reports stated how two pilots, flying a large transport at 8000ft, witnessed the arrival of six glowing red discs in line ahead (echelon formation) from a distance to a point directly below them.

The discs then suddenly halted, and executed an almost instant reversal of direction, with No 1 still in front.

They were then joined by two others which appeared from under and behind the observers' aircraft.

The pilots of the airliner were amazed as the eight discs rapidly receded in the distance, blinking out one at a time.

IF flying saucers really are, as some observers say, Tourists from a neighbour star, who look---and go away, It may be time that you and I figured out the reason why.

My guess is they are taking notes on Terra's talk and manners---

Tape-recording sample quotes for their home Planet planners,

Who wonder if the Ways of Man are also based upon a Plan.

Returning home through Outer Space, with Findings for the file,

Will they report: "The Human Race is hardly worth our while" Or merely: "Now that we have seen it, let's quarantine it."

by D.A.

THEY LAUGHED...

In 1492 Columbus discovered a new world. He travelled thousands of miles across the wandering unknown waters of the Atlantic Ocean. It was a great adventure---yet one that was laughed at, ridiculed, and even spoken of as folly.

With others, Columbus was searching for what lay beyond the known, endeavouring to unfold the mysteries of lands that were not supposed to exist. All his party had was three small ships.

Sceptics said the seas were infested with monsters; that the world was flat with a dropping-off place. Columbus proved the sceptics wrong when he landed in the West Indies.

In the years to come we will see another great adventure. A small group of men will assemble again and climb into their ship. It will be a ship very different from Columbus's. This ship will be a rocket ship, and its occupants will shoot off into the vast sea of space to find new worlds, new peoples, and new frontiers.

They will be laughed at. They will be ridiculed. The whole thing will be called the greatest folly on earth.

BUT ... will it be such?

Time has proven that "impossibilities" have become realities---the automobile, the aeroplane, radio, the telephone, television, and the smashing of the atom are definite proof.

All is possible to one who believes. I am a sound believer.

by ALBERT K. BENDER,
--president I.F.S.B.

LIKE THE CAMERA--

RADAR DOESN'T LIE—

The true story behind the many radar sightings of flying saucers---not previously released to the public---was featured in the December issue of TRUE magazine. It is an excellent, well written account by Donald Keyhoe.

It is a full and well authenticated report. And it should wash away immediately any doubts left in peoples' minds.

Donald Keyhoe was employed by TRUE magazine to do a serious investigation into the flying saucer puzzle. He has also written the book "The Flying Saucers Are Real" and a series of other articles.

Keyhoe is a graduate of the United States Naval Academy at Annapolis.

He flew in active service with the Marine Corps; managed the tour of the historic plane in which Bennet and Byrd made their trip to the North Pole; was aide to Charles Lindbergh after the former's Paris flight; and was Chief of Information for the Aeronautics Branch of the Department of Commerce.

Keyhoe's report is a must for your bookshelf. It proves that radar doesn't lie.

CIVILIAN SAUCER INVESTIGATION (NEW ZEALAND)

Here are the men who run New Zealand's only civilian probing organization:

President: Harold H. Fulton; Committee: Messrs J. Purdeu, E.J.N. Greager, J. Connell, M. Hinge and G. Gilmore.

R.J. LaVaris; Travelling rep. D. LaVaris

A Presidential Query:

SO YOU DON'T BELIEVE IN FLYING SAUCERS?

by HAROLD H. FULTON

Perhaps you don't believe in flying saucers.

Perhaps you are beginning to wonder.

Maybe before reading this you accepted one of the many attempts at explanation offered by reputable scientists.

But the fact is the saucer mystery still defies solution.

Every day it becomes more apparent that flying saucers have an outer-world origin. Eminent scientists say they can draw no other conclusion.

Surely it is not hard to reason that if our mystery visitors have advanced in science to the stage where they have achieved mastery of inter-planetary travel they have also developed other sciences to a high degree.

There is catalogued evidence that our planet has been under observation now for 355 years.

A world able to send forth space explorers 355 years ago must by now have completely mastered space travel.

Space travel to our visitors must be as commonplace as tram transport is to us.

The frequency of sightings of strange craft has gradually increased. Now hardly a day passes when there is not a sighting somewhere on the earth.

The chances of modern, air-age people mistaking natural phenomena for solid objects grows smaller every day.

Testimony of many highly trained pilots and air observers who have seen at close range, while in flight, flying saucers---from all angles---should convince the most sceptical.

For a large proportion of commercial pilots today are ex-wartime aircrew. In wartime they had to pass stringent tests at air to air and air to ground recognition of all types of aircraft.

How many air aces are credited with shooting down rainbows, mirages, or the much-blamed planet Venus?

NONE!

Surely the reports of our airmen should be treated with respect and accepted as the best, most reliable information possible.

There is no reason for these airmen to report sightings untruthfully.

These men have to be prepared to face ridicule. If their reports were later proved to be false they would face disgrace.

The world's Press has published "explanations" of flying saucers. And atmospheric phenomena are cited as the most frequent causes of illusion.

The public is now far less likely to report what could be explained away. But still the detailed and inexplicable sighting reports come.

But there is still the prejudice of "good, solid citizens" to face. These people consider it intellectually incorrect to accept such "fantasies" as flying saucers. They close their minds and cannot be convinced---until they see a flying saucer themselves.

Civilian Saucer Investigation (New Zealand), working with a growing number of kindred overseas organizations, believes---after studying closely all information available ---that atmospheric phenomena are not responsible for a large percentage of disc, tube, or cigar sightings.

Reports pour in every day. Detailed information grows larger in volume and more valuable in content.

Our organization is assured by overseas probers that positive information establishes the saucers---and their occupants---as very real. The proof will be released soon.

The C.S.I. (N.Z.) notes the increased interest taken by learned men in New Zealand in reported sightings and their efforts to help find explanations for recent Press reports.

The assistance of these learned men would be of untold value. If they were a little less sceptical and did not try so hard to write the matter off as just another case of "natural phenomena."

President of the I.F.S.B., Los Angeles, feels certain that saucer people are aware of our organizations on earth and of our friendly attitude toward them.

For reasons best known to themselves, he says, they are trying to help our efforts.

The gulf between these beings and ourselves may be so great that for this reason alone they are taking so long to make actual contact with us.

What, NOW, is your opinion?

THESE THINGS STAND OUT SUPREME
ON THIS SUBJECT TODAY

No high authority has yet accepted responsibility and told the peoples of the world that flying saucers do — really exist as inter-planetary craft, manned by superior beings from another planet. This itself is a tremendous undertaking, and may well be forced upon them by future events and visitations.

Nothing in the behaviour of flying saucers has ever been interpreted by investigators as hinting at hostility of any kind. In fact, we have been shown every courtesy in the cases where their craft and our aircraft have met head-on in flight.

AND FOR YOUR BOOKSHELF--

"The Riddle of the Flying Saucers" by Gerald Heard. The publishers: Carroll and Nicholson, of London.

"Behind the Flying Saucers" by Frank Scully. It is published by Victor Gollanez, of London.

"The Flying Saucers are Real." Donald Keyhoe's account. The publishers are Hutchinson and Co, London and New York.

Gerald Heard's book:

"THE RIDDLE OF THE FLYING SAUCERS"

reviewed by E.J.N.G.

Here is a book on flying saucers which will hold your interest nearly all the way.

Gerald Heard is an old hand at the game of writing about scientific subjects, particularly those people are apt to scoff at.

He has written here a readable account of the American scene and the impact of the saucers in that country. Early chapters describe sightings from 1947---the Mt Rainer flight of nine objects---until the middle of 1950.

He reports what was seen in the observer's own words; then discusses each report at great length---too great in some cases.

But it may be that I am a little too familiar with the material and arguments to appreciate his fervour.

In Chapter 11 Mr Heard "really goes to town." He makes a number of deductions which could be right, but on the other hand are at best only based on vague theories.

Mr Heard treats the problem of the saucers' extreme acceleration and instant turns well and his suggestion as to the nature of the possible passengers appears to hold water, even if it sounds fantastic.

If you read this book you will realize something unexplainable by ordinary means has been seen by these people, and the scientists' explanations are not enough. They can explain some of the phenomena but not all. Mr Heard has written a fascinating book, not a treatise. It should be read by all who are interested in flying saucers.

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